

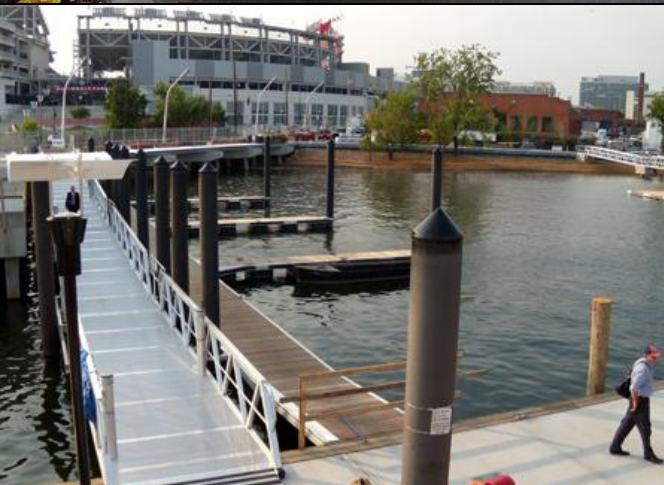
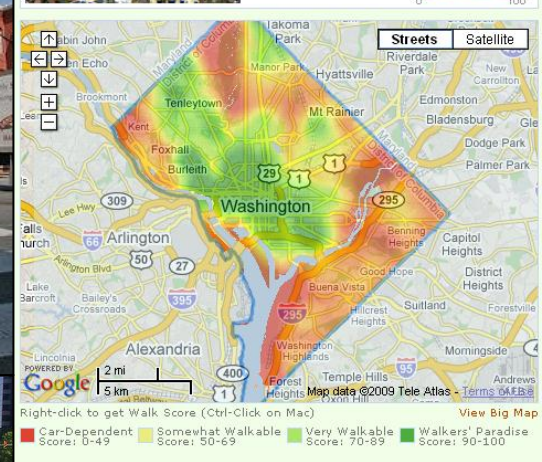
# Why Right-sized Parking Matters



March 31, 2014

Harriet Tregoning, Director





# The Luxury of Choice



# capital bikeshare™



**Regional bike transit** system

Over **2,500** bikes at over **300** stations

*DC, Arlington & Alexandria, VA &  
Montgomery County, MD*

**41,000 Annual** Members

**407,000 Casual** members

- ❖ *80% said they bicycle more often*
- ❖ *40% said they drive less*
- ❖ ***\$819/year saved per member (\$15 million total)***



**Join.**



**Take.**



**Ride.**



**Return.**





DISTRICT OF COLUMBIA  
*Streetcar Land Use Study*  
PHASE ONE

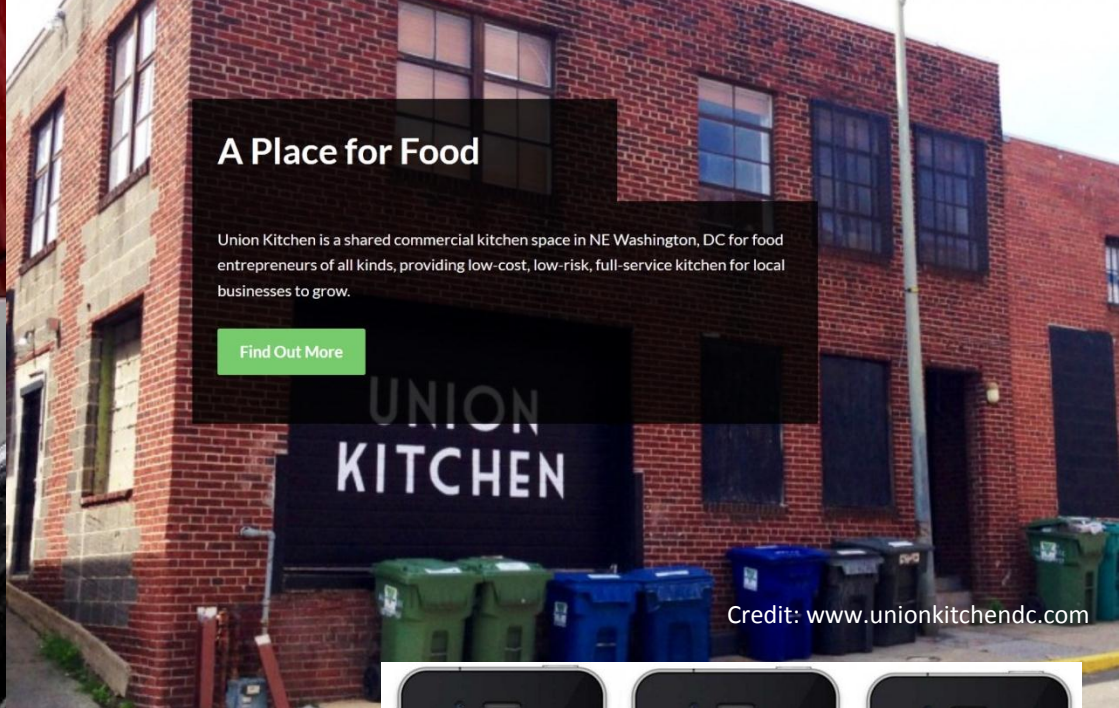


Jobs  
Quality of life  
Affordability  
Fiscal benefits  
Real estate development

Expanding Choice



# The Sharing Economy

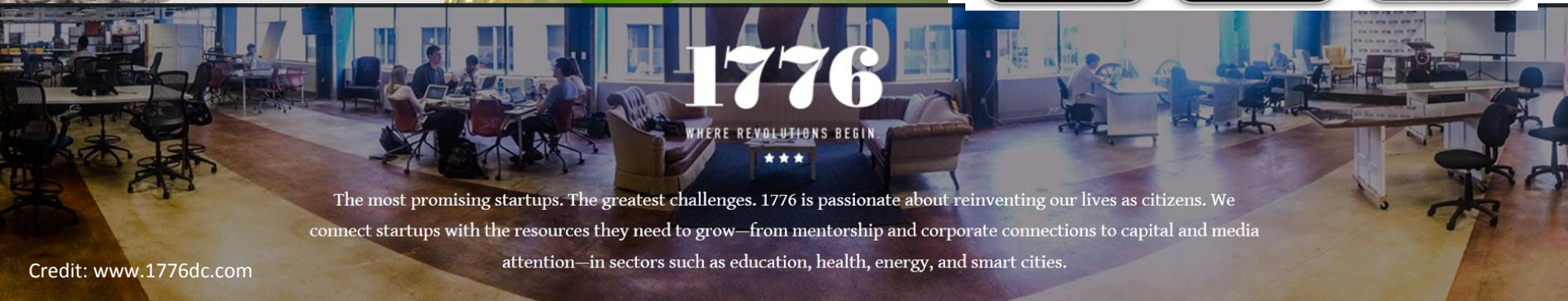
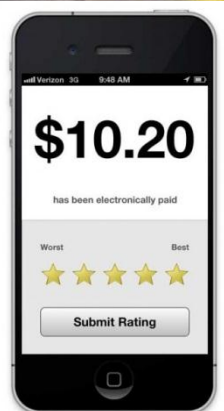


## A Place for Food

Union Kitchen is a shared commercial kitchen space in NE Washington, DC for food entrepreneurs of all kinds, providing low-cost, low-risk, full-service kitchen for local businesses to grow.

[Find Out More](#)

Credit: [www.unionkitchendc.com](http://www.unionkitchendc.com)



# 1776

WHERE REVOLUTIONS BEGIN

\*\*\*

The most promising startups. The greatest challenges. 1776 is passionate about reinventing our lives as citizens. We connect startups with the resources they need to grow—from mentorship and corporate connections to capital and media attention—in sectors such as education, health, energy, and smart cities.

Credit: [www.1776dc.com](http://www.1776dc.com)



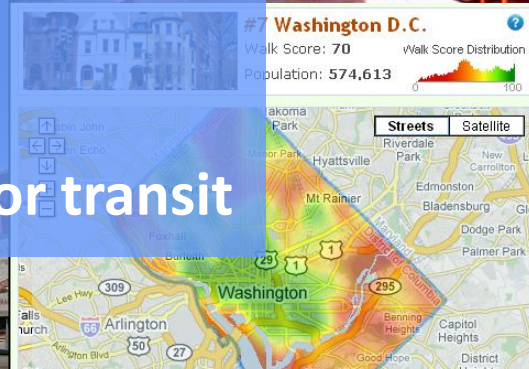
# The Value of Choice

81.6% of DC households are car-lite (<1 cars)

38% of DC households do not own any vehicles

46% of all trips by foot, bike or transit

54% of all commuting trips by foot, bike or transit







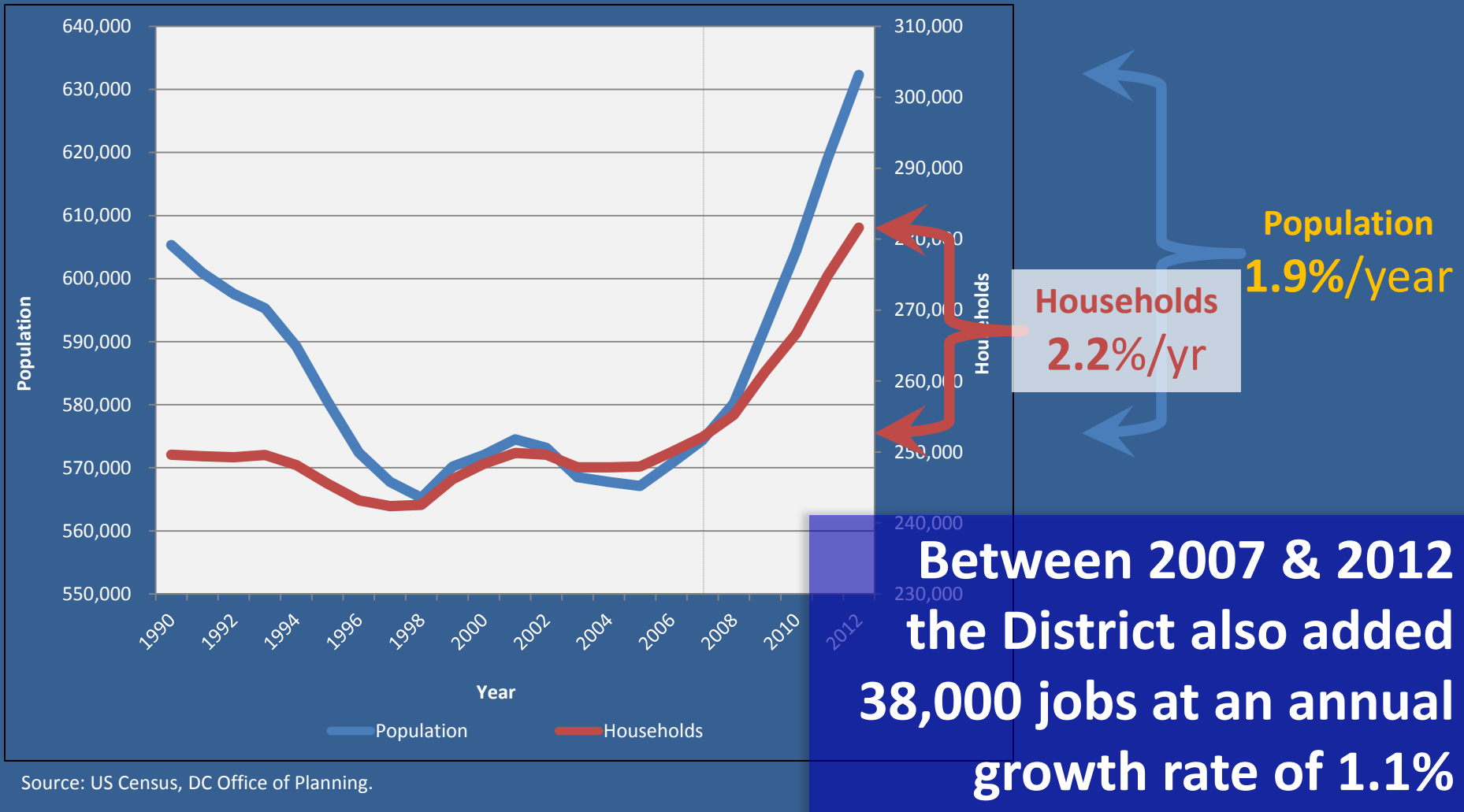
DC spends 11%  
on  
*transportation*  
vs. 19%  
Region/US  
= discretionary  
income



# The District is Growing

**2013 estimate:  
646,449 residents**

## Household and Population Growth: 1990 - 2012





# Where will they prefer to live...?





# Transit accessibility = Real estate value & competitiveness

28% of region's real estate value within 1/2 mile of Metrorail but only 4% of land area

84% of regional office space under construction within 1/4 mile of Metro station



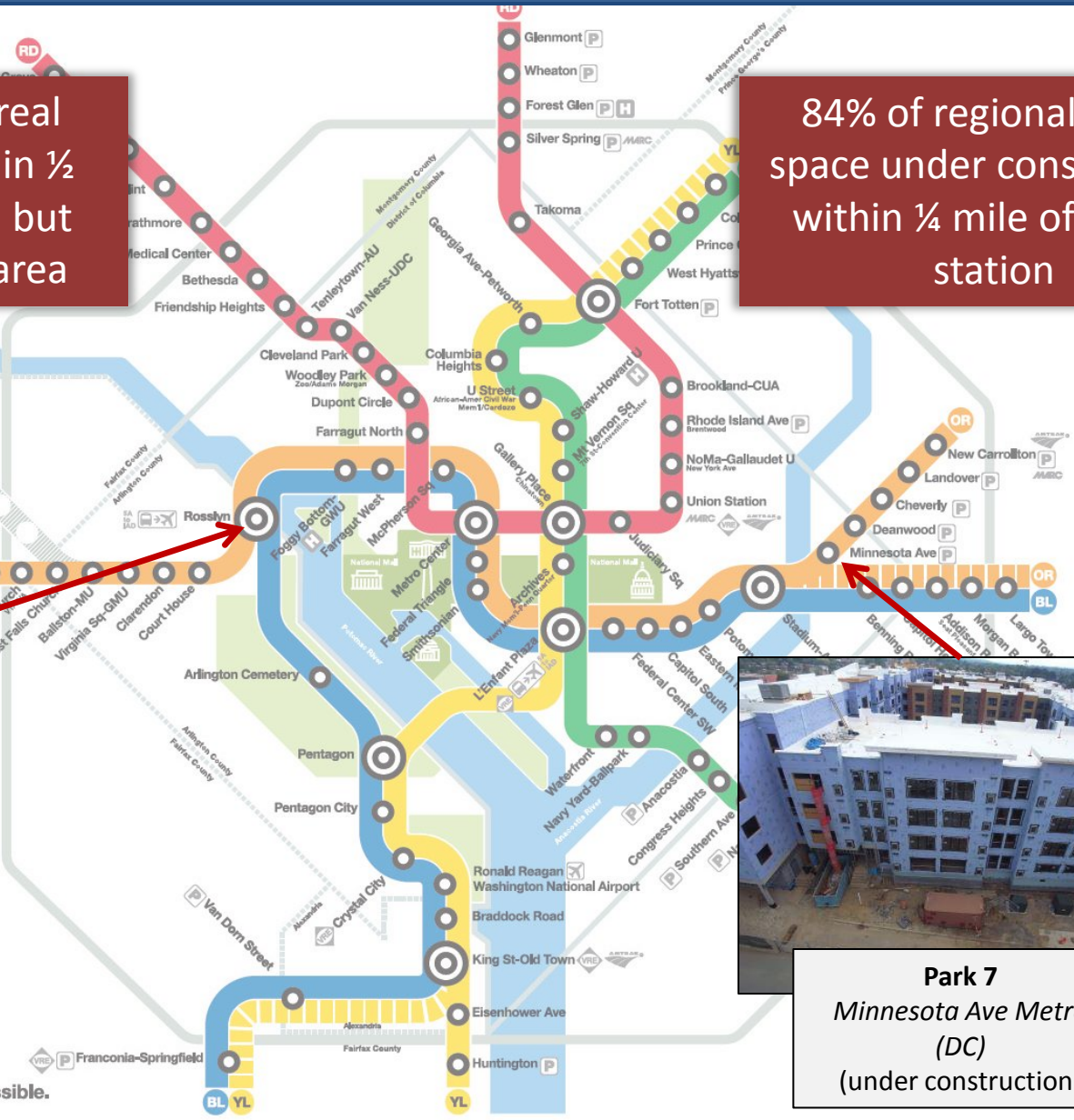
**1812 North Moore St**  
Rosslyn Metro (VA)  
(under construction)



**Park 7**  
Minnesota Ave Metro (DC)  
(under construction)

3am-3am  
Sat  
7am-3am  
Sun  
7am-midnight  
Times are approximate;  
check station kiosks or  
online for exact times.

Metro is accessible.







# District of Columbia Zoning Regulations Review (ZRR) Parking Proposals

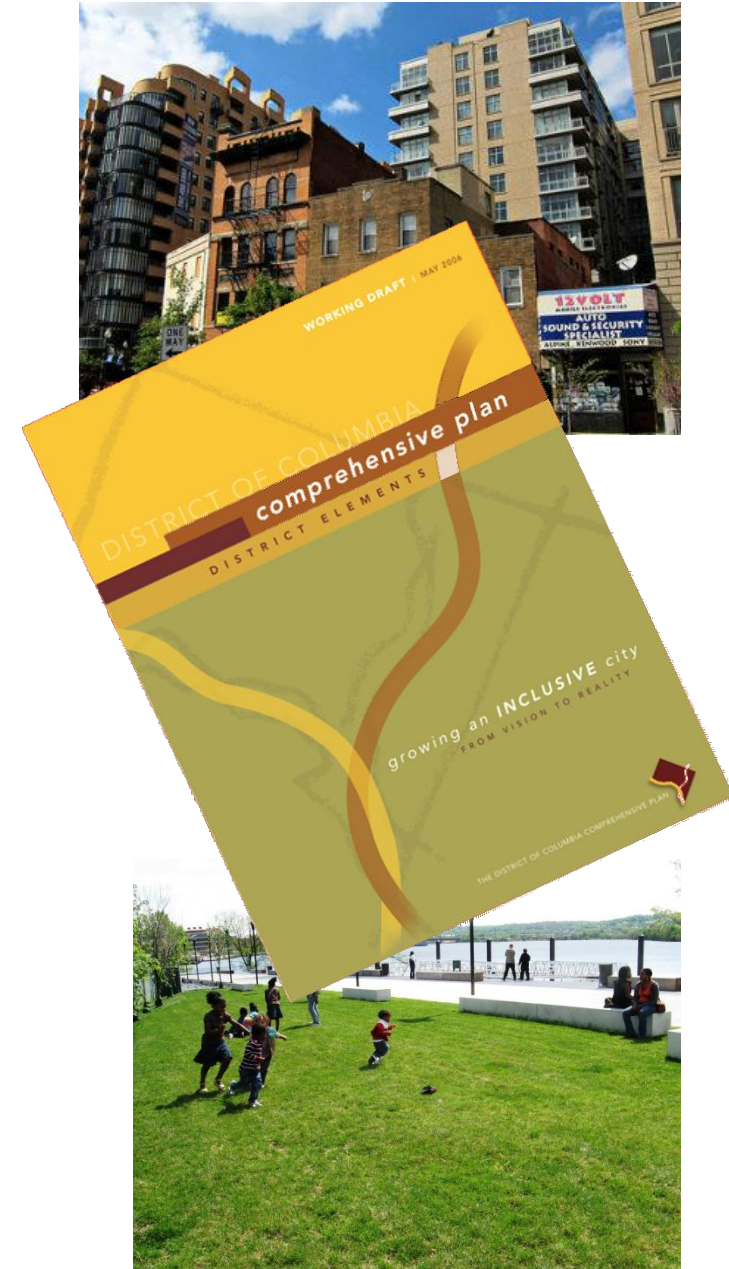
District of Columbia  
Office of Planning





# Comprehensive Plan

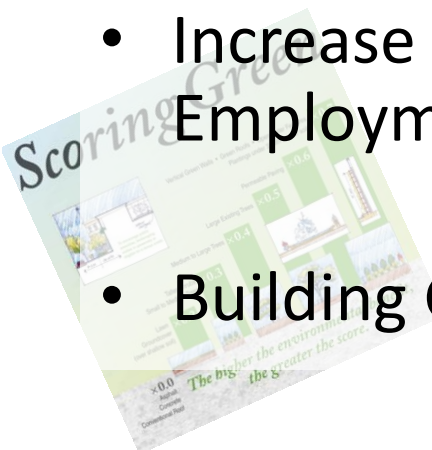
“The Zoning Regulations need substantial revision and reorganization, ranging from new definitions to updated development and design standards, and even new zones.”  
(IM-1.3)





# An Inclusive City

- Managing Growth and Change
- Creating Successful Neighborhoods
- Connecting the Whole City
- Increase Access to Education & Employment
- Building Green and Healthy Cities





# Household Size 1950 & 2010

	<b>1950</b>	<b>2010</b>	Change	
			Number	%
Total Population	802,178	601,723	(200,455)	-25.0%
Households - Total	224,142	266,707	42,565	19.0%
w/ under 18 yrs	86,275	55,193	(31,082)	-36.0%
w/ 65 yrs +	18,940	54,391	35,451	187.2%
Average HH Size	<b>3.2</b>	<b>2.11</b>	-1.1	<b>-34.1%</b>

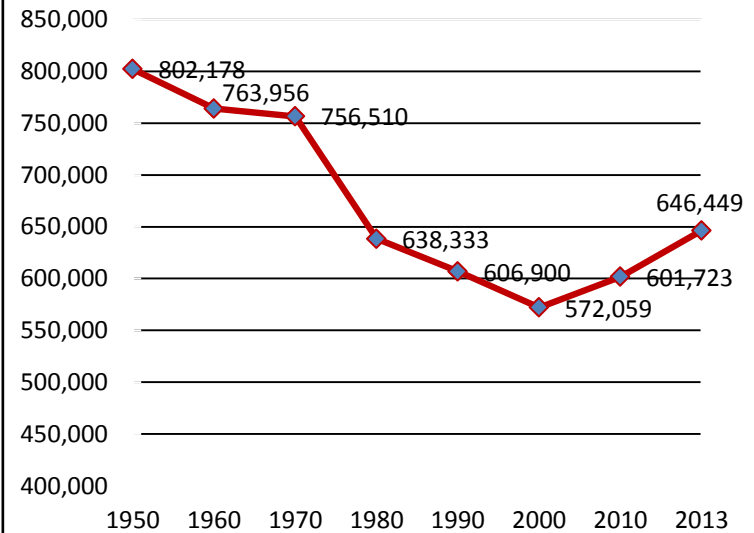


# Population Trends

2000 Census pop: **572,059**  
2010 Census pop: **601,723**  
July 2013 pop: **646,449**

*And our demographics through 2040  
forecast continued growth...*

## DC Population Trend 1950-2013



### 2000-2010 (ten years):

- 60 yrs+ up by 7.2 %
- 25-34 yrs up by 22.6%

### 2010-2012 (27 months):

- 60 yrs+ up by 5.0 %
- 25-34 yrs up by 12.2%



# Future City of 1958

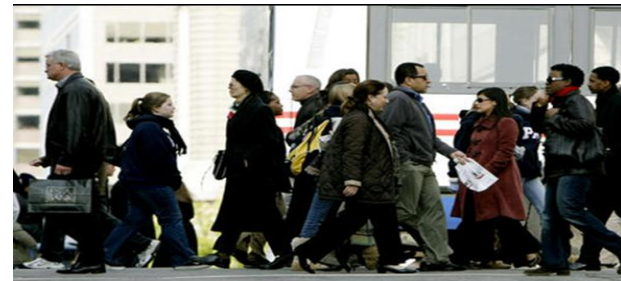
- **Automobile dependence**
- **Moving sidewalks**
- **Circle of parking around downtown**
- **Separated uses / zones**
- **Cheap energy**





# Supporting Transportation Choices

- Current parking requirements based on 1950s assumptions of an automobile-dependent city
- 38.5 % of DC households don't own a car
- Need tools to incentivize shared resources
- Each structured parking space can add \$15,000 to 50,000 to the cost of a home
- BZA parking relief cases:
  - Almost 200 in last 10 years; all but a few approved.
  - Cases per year has steadily increased





# Proposed Parking Changes

- ☐ **Low density residential zones:** one space per lot; except not required where there is no alley access
- ☐ **Multi-family residential:** standardize minimum parking requirement at 1 / 3 units greater than 4 units
- ☐ **Commercial:** standardize parking requirement and tie to use not zone.
- ☐ **50% by-right reduction** in required parking for sites located close to metro / bus corridor / streetcar line
- ☐ **Downtown:** Remove minimum parking requirement for any use.
- ☐ **Excessive parking mitigation requirement** if more than 150% of required parking is proposed, including additional bike parking, tree planting, and CaBi bike stations.

# Proposed Parking Changes

- ☐ Easier to **share** parking between land uses
- ☐ **Car-share** spaces:
  - ☐ Required in large parking facilities
  - ☐ May count toward required parking
- ☐ **Surface Parking Lot** Changes:
  - ☐ Landscaping requirements
  - ☐ Maximum by-right size of 100,000 sq ft
- ☐ **Compact spaces** – increase permitted number
- ☐ **Relief** from parking would be by special exception, not by variance.





# Proposed: Residential Parking

Zone:	Current Regulation:	Proposed proposal:
R-5-A	1 / 1 unit	1 / 3 units > 4 units  <b>Close to Transit =</b> 50% (1 / 4 units) > 4 units
R-5-B	1 / 2 units	
R-5-C, R-5-D	1 / 3 units	
R-5-E	1 / 4 units	
C-1	1 / 1 unit	
C-2-A, C-3-A	1 / 2 units	
C-2-B, CR	1 / 3 units	
SP, C-2-C, C-3-B, C-3-C	1 / 4 units	Not required
C-4, C-5 (downtown)	1 / 4 units	

Zone:	Current Regulation:	Proposal:
R-5-B, C-2-A, C-3-A	5 units = 3 spaces 25 units = 13 spaces 100 units = 50 sp.	5 units = 0 spaces 25 units = 7 spaces 100 units = 32 spaces
R-5-C, R-5-D, C-2-B, CR	5 units = 2 spaces 25 units = 8 spaces 100 units = 33 sp.	<b>Close to transit =</b> 5 units = 0 space 25 units = 4 spaces 100 units = 16 spaces

# Proposed: Office Parking

Zone:	Current Regulation: <sup>1</sup>	Proposed proposal:
SP, CR, C-3-B, C-2-C, C-3-C	1 / 1,800 sf > 2,000 sf	1 per 2,000 sf > 3,000 sf  <b>Close to transit =</b> 50% (1 per 2,000 sf) > 3,000sf
C-1, C-2-A, C-3-A	1 / 600 sf > 2,000 sf	
C-4	1 / 1,800 sf > 2,000 sf	Not required (in downtown)
C-5	Not required	Not required (in downtown)

Zone:	Current Regulation:	Proposed proposal:
C-1, C-2-A, C-3-A	3,000 sf = 2 spaces 25,000 sf = 38 spaces 100,000 sf = 167 spaces	3,000 sf = 0 spaces 25,000 sf = 11 spaces 100,000 sf = 49 spaces  <b>Close to transit =</b> 3,000 sf = 0 spaces 25,000 sf = 6 spaces 100,000 sf = 24 spaces
SP, CR, C-2-B, C-3-B, C-2-C, C-3-C, C-4	3,000 sf = 1 space 25,000 sf = 13 spaces 100,000 sf = 54 spaces	



# Proposed: Bicycle Parking

- ☐ Current standard linked to number of automobile parking
- ☐ Proposed standards independent of auto parking standards
- ☐ Base bike parking on building area instead of number of car parking spaces as is required by existing code

☐ Example:

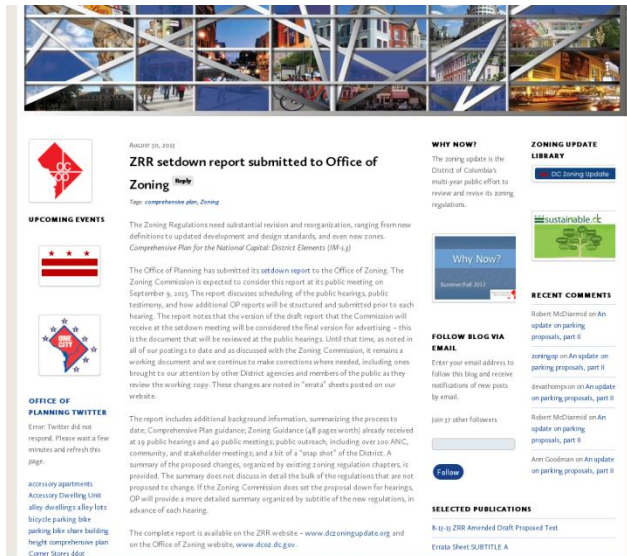
Use	Long-Term Spaces	Short-Term Spaces
Office Use:	1 for each 2,500 sq. ft.	1 space for each 40,000 sq. ft.
Retail or Service Uses:	1 for each 10,000 sq. ft.	1 space for each 3,500 sq. ft.

- ☐ Requirement for multi-family residential use, aligned with DDOT and Council direction, at 1 space per 3 units.
- ☐ Require short and long term bike parking



# Thank you!

- [www.planning.dc.gov](http://www.planning.dc.gov)
- [www.dcoz.dc.gov](http://www.dcoz.dc.gov)
- [www.DCZoningUpdate.org](http://www.DCZoningUpdate.org) (Website)
- [www.ZoningDC.org](http://www.ZoningDC.org) (blogsite)



The screenshot shows the DC Zoning Update website. At the top is a banner with various images of DC streets and buildings. Below the banner is a section titled "ZRR setback report submitted to Office of Zoning" with a sub-header "Zoning" and a tag "comprehensive plan, Zoning". The main text states: "The Zoning Regulations need substantial revision and reorganization, ranging from new definitions to updated development and design standards, and even new zones. Comprehensive Plan for the National Capital District Elements (IM 4.3)." Below this is a section titled "UPCOMING EVENTS" with a sub-header "PLANNING TWITTER" and a sub-header "Error: Twitter did not respond. Please wait a few minutes and refresh this page." Below this is a section titled "WHY NOW?" with a sub-header "The zoning update is the District of Columbia's multi-year public effort to review and revise its zoning regulations." Below this is a section titled "ZONING UPDATE LIBRARY" with a sub-header "DC Zoning Update" and a sub-header "sustainable". Below this is a section titled "RECENT COMMENTS" with a sub-header "Robert McIlwain on An update on parking proposals, part II" and a sub-header "An update on parking proposals, part II". Below this is a section titled "FOLLOW BLOG VIA EMAIL" with a sub-header "Enter your email address to follow this blog and receive notifications of new posts by email." Below this is a section titled "SELECTED PUBLICATIONS" with a sub-header "8-11-13 ZRR Amended Draft Proposed Text" and a sub-header "Enactment Sheet SUBTITLE A".

